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Avtomobil'naya Promyshlennost', No 3, 1949.

AUTOMOTIVE INDUSTRY BOASTS NEW PLANTS, BETTER PRODUCTS

The Ul'yanovsk Automobile Flant, in cooperation with the Gor'kiy Automobile Flant, has started mass production of the GAZ-AA automobile. The Odessa Flant has started to produce GAZ-93 2-ton dump trucks. The Dnepropetrowsk Flant has perfected the production of 5-ton automobile cranes mounted on the ZIS-5 automobile chassis.

The tractor industry showed significant results in 1948. In comparison with 1947, the production of tractors increased 91 percent.

The work in related plants, particularly those manufacturing bearings, was improved, and the number of bearings produced in 1948 increased considerably over 1947 and prewar years. There was an increase in the production or large and precision bearings of Class A and B.

At the Yaroslavl' Plant during the past year, work was completed on the design and construction of 12-ton Diesel trucks, tractor trucks with trailers and semitrailers having load capacity of 45 tons.

The Scientific Research Automobile and Engine Institute (NAMI) built models of 2- and 3.5-ton compressed gas cars, 0.5- and 1.5-tons electromobiles and 6-ton steam trucks. Soviet steam trucks, in contrast to foreign models which use blocks of briqueto, operate on firewood. This type of automobile is particularly useful in logging. Thanks to the excellent 3-ad distribution, the same dimensions are maintained as in ordinary trucks.

The designers of the Gor'kiy Automobile Plant dia a great deal of work on the design and construction of models of the new ZIM six-passenger light automobile. Also in 1948, convertible models of the Powela and the Moskvich light automobiles were produced.

Designers of the Altay and Stalingrad Plants designed and built models of a new Diesel tractor of the SENTZ-MATI type.

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Bearing plants in 1947 and 1948 introduced 547 new-type complex bearings having diameters from 500 to 700 millimeters. In 1948, the bearing industry produced more than 1,500 different types of bearings, from large-size bearings for rolling mills to the very small and highly precise bearings for instrument making.

At automobile, tractor and bearing plants, a number of automatic conveyerbelt lines for machining the more labor-consuming parts have been set up and put into operation. All equipment for these lines is manufactured at Soviet machine-tool building and auto-tractor plants.

Among the new technological processes are chill casting of aluminum alloys, pressure casting, electric contact heating of parts prior to stamping, tempering by high-frequency currents, gas carburization, high-speed cyaniding, tempering parts with a blast of metal shot, and cold dressing of tools. In 1948, more than 1,200 machine tools were converted to high-speed methods of outting. A new technique made it possible to decrease labor consumption in machining parts and increase productive capacity more than 20 percent in comparison with 1947.

The majority of plants of the Ministry of the Automobile and Tractor Industry rejected a subsidy in 1948 and entered into profitable operation.

One of the plans for 1949 is the boosting in every way possible of the ognstruct?on of new automobile plants. The tractor industry must, in 1948 [sig], bring the Khar'kov and Stalingrad Plants into the production of Diesel tractors with Diesel engines.

The bearing industry must levelop durable bearings and must increase the number of types of bearings, particularly of large-size and precision types.

The deficiencies of the Pobeda automobile, the KD-35 tractor, the Kivevlyanin motorcycle, bicycles and bearings of various types show that the designers, technologists and technical control workers in a number of plants are not paying sufficient attention to the quality of manufacture and finish of products. In particular, the designers must incorporate results of tests obtained under operating conditions into new designs.

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